0

ten yards apart on different pieces of the Drumgood and I got on a large piece of the dining-salcon. We were in water twenty-two hours before we reached shore, both being blinded at night from the sait water in the eyes.

At 4 a. m. on Monday the raft reached the breakers and went to pieces. We landed twelve miles north of Mosquite Lagoon, having drifted probably fifty miles. Talbot, Kelly and Smith got ashere within three miles of us. Brandenburg and Greenfield came in eight miles South. Two of the crew further two passengers reached south of the inlet, but did not learn their names Eight seamen and three passengers were all the curvivors, I have heard of for fifty miles on each side of where I landed.

General Torbert drifted ashore six miles above me at a place called New-Britain. Mr. Pitts drew him out of the surf and discovered some slight vestige of life; the body was warm, the heart feebly beating, and blood flowing from a wound on the right temple. All efforts to resuscitate him were fruitless. He is supposed to have received his death blow while in the breakers I brought his body down the Halifax buried it under palmetto trees on the Botefuhres farm.

A SURVIVOR'S ACCOUNT.

THE CITY OF VERA CRUZ SHIPS HEAVY SEAS-A NIGHT OF ANGUISH-BOATS DASKED TO PIECES-THE STEAMERS AT LENGTH BROKEN IN TWO-SAVED MEN AT ST. AUGUSTINE.

INV TELEGRAPH TO THE TRIBUNE! St. AUGUSTINE, Fla., Sept. 4 .- All doubt is now dispelled that the City of Vera Cruz has become a total wreck. Seven men came to this city last night from the Halifax River, where they had been all washed ashore. One of them is A. K. Owen, a passenger. The others are an engineer, an oiler and four seamen. Talbot, one of the seamen, gives the following narrative:

"About thirty miles off shore," he says, " began to saip heavy seas, and water was found in the hold. As fast as we could clear her she filled again by another sea. This state of things soon made the fires burn low, and we could not make steam enough to keep head on the wind. We then out out a heavy drag forward, and managed for a while to keep her into the wind. Everything was in a panic. The lifeboats were cut loose ready for action, and all hands were supplied with life-preservers. At daylight on Sunday the boats were lowered and manned; they no sooner got their cargo than they were overturned and smashed to atoms against the steamer, all hands being swept away or their lives dashed out against the vessel's sides. Boat after was dashed to pieces in the same manner until only a few of the passengers would venture to leave the steamer. The captain and officers lost their lives in one of the boats. At half-past 5 in the morning a heavy sea struck the steamer forward, and crushed her fore and aft. All the fires and lights were put out, and everything was in a perfect bediam-people screaming and shricking for help on all sides. The steamer was broken in two. After a few surges she foundered and went down, carrying with her all who were on AN AWFUL SCENE.

"When I arose to the surface, I could see now and then pieces of drift stuff, and sometimes one or two men. The women made no effort to save themselves, and were drowned in my sight. A mother and her daughter were classed to each other during the gale, and they came ashore that way, drowned. From that time until 4 o'clock in the afternoon I could see occasionally one or two men as they rode upon the crest of a wave. It was useless to try to hold on to anything, as the sea would tear it from your grasp, and drive you two or three fathoms under the surface, and when regaining it you would have to grasp something else. I was compelled to dive or dodge away from pieces of dritt stuff, which would have killed me if I were hit by them. After 4 o'clock I saw no one. I came ashere on the Fiorida coast.
"About half past 7 on Menday morning, having

been about twenty-six hours in the water. I soon found my other companions, as we all came ashere about the same time, although some distance apart, THE DEATH OF GENERAL TORBERT.

"General Torbert was aboard. The last time I saw him alive he was aft with Mr. Owen, a young man who was saved with us; I saw General Torbert again dead at Port Orange, where he came ashere insensible. A Peters spent the aftersoon in the office, and so did could, and ran for assistance; when they got back he was dead. Bruises on his head indicate that he was struck by drift stuff and stunned. His body was buried on a farm at Daytona,

"One of our number swam from the wreck without the aid of a life-preserver; he was enturely nude and came ashere first. We are all more or less bruised from the striking and buffeting of the seas and driftwood."

The body of a young man has come ashere at Matanzas; it had only a shirt and drawers on. A few miles further south the body of an old gentleman, who appears to have been about fifty-eight or sixty years old, was washed ashore, together with those of an elderly lady and a young girl and child. Rings and jewelry have been taken from these bodies, and will be kept to aid in their identifica

It will gratify friends of the drowned passengers and crew to know that letters have been found, and that they will be retained until further in quiry is made respecting them.

Many trunks have come ashore and been rifled, but it is believed that all the personal property taken, or at least the greater part of it, can be recovered. It is deemed unfortunate that there is no life-saving station on this coast to protect wrecked property, and prevent it from being lost or stolen,

No portion of the wreck has come ashore, except a sofa covered with red plush and some pieces of furniture formed in part of iron-castings, which are stamped: "M. & H. Threnkheiser, New-York; pat ented May 23, 1876."

Word has been received here that three more mer have been saved, further south; it is expected that they will be either here to-day or that they will be

There are seven or eight wrecks on this beach within a distance of fifty miles. One is lying off Mantanzas, about one and one-half miles at sea. She is capsized, and apparently anchored. The brig Caroline Eddy is ashore at Mantanzas. Captain George Warren and all the crew have been saved. She was bound from Fernandina to New York and was loaded with lumber. It is impossible at present to give names of the other wrecked ves-

THE COAST STREWN WITH WRECKS. MINOR DISASTERS-THE GENERAL EFFECT OF THE HURRICANE.

BY TELEGRAPH TO THE TRIBUNE. JACKSONVILLE, Fla., Sept. 4.—The recent heavy storm on the Florida coast began on the morning of August 29, and increased in vio lence until Sunday, when it was blowing a hurricane. The storm was not felt to a very great extent here, but it was terrible further South. Houses and trees were blown down, and the orange crop was damaged to the extent of about 50 per cent. Not a day now passes without a report of some shipwreck which occurred during the tornado. On the coast twelve vesselssteamers and ten sail vesselsare reported ashore within a hundred miles south of this point. The brig Caroline, Captain Eddy, from Fernandina for New-York, with lumber, went ashore on Sunday at Matanzas. All the members of the crew were saved and brought to this city. They have since gone North.

The schooner Ada, Captain J. Simmonton, went ashore at Mosquito Inlet, about 100 miles south of this place. She was loaded with lumber, and was on the way from Key West to Boston, was saved, Four men-William White, Fred Benson, John Williams, and James Thompson—arrived in the city to-day on the steamer Water Lilly, from St. Augustine. The officers and crew of a Norwegian bark, twelve in number, landed yesterday near the month of the St. John's River. The bark was loaded with lum-ber and was on the way from Pensacola to Leith, Scotland. A large schooner is floating bottom up-ward near Matanzas Inlet. The Atlantic coast for a hundred miles or more is strewn with wrecks and freight of all descriptions.

NEWS GATHERED IN THIS CITY. ANXIOUS FRIENDS WAITING FOR TIDINGS - DIS-PATCHES RECEIVED FROM DIFFERENT PARTS OF

THE COUNTRY SEEKING INFORMATION. The first dispatch which brought unquestionable proof to this city that the City of Vera Cruz was lost was received by F. Alexandre, at his house, very early this morning. It was as follows: HAVANA, Sept. 4.

To F. ALEXANDRE & SONS, New-York:

We have a dispatch from Key West, Fla., stating that the steamer City of Vera Cruz has foundered at sea. We have no particulars here. Please send us any details that may reach New-York direct from Florida. ZALDO & Co.

Before Mr. Alexandre came down to the office however, the following telegram had been received by the firm through the Board of Underwriters:

St. Augustine, Fig., Sept. 3, 1880. Charles Dennis, Secretary Board of Underwriters, 51 Charles Dennis, Secretary bourd of charles and Sunday Wall et., N. Y.

Steamship City of Vera Cruz foundered at sea Sunday at 6 a. m. Captain lost and all hands went down with the vessel. Only three passengers and eight of the crew saved. Names of passengers saved not known. Names of crew will write. Crew now in Jacksonville awalting assistance from owners. Telegraph to me at 84. Augustine until Thesday.

Agent of Underwriters.

Alexandre & Sons promptly replied to this tele gram in these words:

Send passengers and crew here at our expense Please telegraph, with least delay, names of all passen-gers and crew that you can ascertain, to relieve minds of relatives.

There were many visitors at the office of F Alexandre & Sons yesterday morning, and there were sad scenes when relatives and friends called inquire regarding the fate of those who were dear to them. Among the callers were the wife and daughter of A. F. Loomis, of No. 207 Lexington-ave., the steward of the vessel: the wife of Quartermaster O'Neill; the daughter of Mrs. Jane M. Whitbee, the stewardess of the steamer; the wife of M. O'Toole, one of the waiters; the wife of John Cassey, who was the captain's special waiter; the wife and sister-in-law of John Peters, of No. 112 Madison-st., one of the seamen; the wife of Walter Richie, of Newark, N. J., one of the passengers; a woman related to Edwin and Henry Bronk, respectively first and third engineers; a brother of John Nec, of No. 400 West Twenty-fourth-st., a fireman; several friends to inquire after Captain Van Sice and A. K. Owen; a friend of Herman Selke, of Carlyle-st., Gravesend, and many others, some of whom were doubtless attracted by curiosity.

Telegrams began to come in early in the morning. George H Lowerro, sen-in-law of Captain Van Sice, telegraphed from Yonkers asking that what news there was be sent to him, "good or ill," W P. Eyre telegraphed from Chester, Penn., for information regarding A. K. Owen. This telegram was replied to by Mr. Alexandre, who stated that the Havana telegrams gave no names, but the published lists were believed to be nearly correct. No: long after this a dispatch came from E. M. Davis, of Philadelphia, saying: "A. K. Owens, one of your passengers, is saved." And a few mo ments afterward another dispatch, from W. P. Eyre, said: "Owens is saved: have a telegram from him." This was the first name received of anyone known to be saved. A telegram was received from D. F. Southerland, asking if John Gourlay had sailed in the steamer. It said his family were in a terrible state of anxiety. The answer sent was that Gourlay was one of the passengers. A dispatch came from Athens, N. Y., inquiring about the Bronk boys It was signed Lewis Wolfe.

Shortly after 12 o'clock noon the following dispatch was received:

St. Augustine, Fla., Sept. 4. ALEXANDRE & SONS: Have ordered that crew and passengers be sent to-day at your expense.

THOMAS S. EELLS, Agent Underwriters.

As each dispatch was brought into the office there was an immediate rush for the messenger boy. There was an intense expression of eagerness in the faces of those who were anxiously awaiting news, and yet who almost feared to listen to the reading of the telegrams. There were sadly disappointed looks when there was nothing that gave encouragement or hope. Some of the women spent almost the entire day in the office. Miss Whitbee sat on one end of a sertee and wept. The clerks and members of the firm spoke kindly to her and endeavored to encourage her to keep up hope; but it was of no avail. She seemed to be convinced that her mother ticulars given are in addition to those the woman who was seeking information of the Brooks, and another woman who was a friend of

Mrs. Harris. The answer to the telegram sent by the Alexandres in the morning was awaited from moment to moment. "It will certainly be here pretty soon now," said the clerks when they were appealed to, and the people waited and waited. It was very hot in the office, and there were only sufficient seats for the women, so the men who waited spent a very miserable afternoon, Inside the railing, the clerks were bustling about with their coats off. More vessels were to be sent ; vessels were to come in, and the machinery of commerce must move despite death, and shipwreck Occasionally one of the clerks would come forward to answer questions or to receive telegrams, and sometimes to speak kindly to one of the bereaved risitors. But there was a curious contrast between

sad people outside. At half past 3 p. m. the long-looked-for telegram arrived. There was a wild rush to the counter. One of the clerks nervously opened it and read. It was literally as follows:

the busy men inside the railing and the waiting

was literally as follows:

St. Augustine, F.a., Sept. 4, 1880.

F. Alexandre & Sons, New-York.

Names of crew saved James H. Kelly Charles Smith
Thomas Drumgold John Greenfield Charles Brandenburg other names refused by three sulers two passengers will be here te-day passenger on the way
A. K. Owens help, bring five persons three men
one young lady one old lady white-whisk-red man
buried I have figurehead of ship General Torbert lost
THOMAS S. ELLIS

This telegram gives the names of five of the crew and one passenger who were saved, making a total of only six of the saved whose names are known. As the telegram is not punctuated, parts of it are exceedingly vague. The idea gathered from it at the office was that three sailors had been saved who refused to give their names, and that word had been received of two more passengers who probably landed at some distance from St. Augustine, and were then on the way thither, their names not being known, " Passenger on the way A. K. Owens," was supposed to mean that A. K. Owen had set sail for home. Another reading, however, would make: "Passengers other reading, however, would make: "Passengers will be here to-day; passengers on the way. A. K. Owens helped bring five persons; three men, one young lady, one old lady." Now, whether this party of five was the same party (three sailors who refuse to give their names and two passengers who are on their way to St. Augustine), mentioned further up in the telegram, was not known. In one case the total of the saved would be eleven, in the other saviers.

other sixteen.
When this telegram was read Miss Whitbeey's face brightened. Possibly the old lady was her mother. ome of those who were near her suggested this, and for a while she seemed almost to believe that it might be so; but after a while the doubts came back, and she left the office in tears. Another telegram was looked for, but up to the time of the clos-

ing of the office none was received. A telegram from St. Augustine, Fla., forwarded by General F. T. Dent, commanding that post, to Walter H. Gilson, of Lyles & Gilson, No. 104 John-st., gives intelligence of the recovery and identification of the remains of General A. T. A. Torbert. General Dent has been asked to have the body embalmed and sent to the General's late home at Milford. Del.

THE TRACK OF THE HURRICANE. KEY WEST, Fla., Sept. 4 .- The hurricane in which the steamship Vera Cruz was lost passed east and north of this point. No wrecks are reported on the Florida reefs and no damage was done below Cedar Keys on the western coast

A FALSE REPORT ABOUT THE COLIMA. HAVANA, Sept. 1 .- Advices from Acapulco o August 20, brought by the steamer City of Merida. report that during a heavy east storm the American steamer Collina went assore.

The Pacific Mail steamer Colima sailed from Panama August 14 for San Francisco, and is reported as; having arrived there August 31.

LOSSES AND INSURANCES.

VALUE AND RISKS ON THE VESSEL-NAMES OF THE COMPANIES-FURTHER STATISTICS ABOUT THE CARGO. The amount of insurance on the City of Vera

Cruz, valued at \$250,000, as stated by her owners s \$165,000, placed in the following marine insurance companies: Atlantic Mutual Giasgow. London. Liverpool. Lloyds.

mperial Averpool International ondon Lloyds. diadelphi Liverpool. Liverpool. Liverpool. New-York. Loudon. Liverpool.

The exact amount placed in each company could not be obtained from the owners or from the brokers who placed the r isks. It was stated, however that the \$165,000 was divided up in about equal amounts among the several companies. The Atlantic Mutual had taken \$15,000, and the underwriters at the United States Lloyds, \$10,000. Yesterday there was given a list of the principal shippers to Havana, with the value of their shipments. Below is a similar list of shipments to the ports in Mexico which the vessel was to have entered:

| Mexico Which the Vesser | Value | Shippers | Value | F. Alexandre & Sons | S55,034 of W. C. Aihsoh & Co | 3,778 of H. Baker & Co | 3,778 of L. Brandeis & Co | 1,762 of County, Crossy & Eddy | 2,203 of Danforth Locomotive Machine Company | 1,153 of M. Echeverin & Co | 3,708 of Edward Hea | 1,052 of Edward Hea | 2,461 of Edward Hea | 2,461 of Levenstine, Campbell & Co..... uis Monjo, jr., & Co..... ris Strouse & Co..... 5,400 00 Wexel & de Gress..... J. W. Wilson & Co..... The above shipments were made up of small lots

of asserted merchandise. The numerous lots entered on the manifest under the name of F. Alex andre & Sons, and footing up a total in value of \$55,034, were comprised mainly of small lots, con signed by various shippers who had not themselves obtained manifests. Inquiry shows that the cargo was almost fully insured, but the shippers declined giving the exact amount of insurance on the several shipments or the names of the companies in which their risks were placed. A considerable portion of the argo, it was learned, was insured in the Atlantic dutual Insurance Company of this city. Inquiries of a number of the leading firms baying hipped goods on the City of Vera Cruz elicited the

ollowing statements:
R. Menacao, No. 140 Pearl-st., had a shipment of R. Monacio, No. 140 Pearl-st., had a shipment of lard, potatoes, straw-paper, etc., valued at \$26,300; insured for \$26,300, in an English company; name refused. J. S. Spinney, No. 6642; Pine-st., had shipment of railroad supplies, value \$3,000; fully insured in the Phoenix Company of this city, Moses Taylor & Co., No. 45 South-st., lose a shipment of simplies for sugar plantations; value, \$1,000; insured, Henry Marquard, of No. 54 Broad-st., had merchandise on board of the value of \$5,000, which was insured in the Great Western Insurance Company. Paulino Ecnevaria, of No. 20 Beaver-st., had goods insured for \$10,000 with the Atlantic Mutual Insurance Company. Theband Bros., commission merchants of No. 64 Broad-st., had a large quantity of goods on board, valued at \$40,000. They were insured in the Atlantic Mutual Insurance Company, Y. De Revira, of No. 84 Pearl-st., sent several small packages of miscellaneous articles. They are insured and seven insured in the Atlantic Mutual Insurance Company. ackages of miscellaneous articles. They are in ured with different companies for \$1,530.

PASSENGERS, OFFICERS AND CREW. The following lists embrace the names of the passengers, officers and crew of the City of Vera Cruz, arranged as far as possible from the latest advices from St. Augustine, The three seamen who are mentioned in the Eells dispatch as refusing to give their names, are of necessity placed at present in the list of the lost. This s also the case regarding the names of the "young lady, old lady and three men" who are refer red to in the same dispatch. The par-

THE SAVED. PASSENGERS. Owen, A. K., of Chester, Penn. He is a civil engineer, and has been employed by the city authorities of Mexico. He has a wife and children in Philadelphia. Mr. Owen is a native of the United States, and the author of several works on engineering. He was returning to Mexico to

THE CREW AND OFFICERS.

Brandenburg, Charles, quartermaster; age thirty-five. He is unmarried, and has been in the employ of this line eight or ten years.

Drumgold, Thomas, fourth assistant-engineer; age twenty-eight. His home is in this city.

Greenfield, John, boatswain.

Kelly, James H., seaman, of No. 23 West-st., age about twenty-three. The day before he left New-York he saved a man from drowning near the steamer's wharf. He had saved three lives previous to this. Mr. Harris, the first mate, it is said, had written to Washington for the purpose THE CREW AND OFFICERS.

previous to this. Mr. Harris, the first mate, it is said, had written to Washington for the purpose of getting some testimonial for his brayery. Kelly had been employed by the Alexandre Com-pany for some time, and had worked his way up from a deck boy. Three sailors who, according to Thomas S. Eells's

dispatch were saved, but refused to give their ies.
CHARLES, second assistant-engineer, age ni forty. He is matried, and his home is in

About forty. He is asset.

Baltimore.

Talbor, Mason, seaman. It is believed that he is one of the seamen who refused to give his

PASSENGERS. ARRUE, RAFAEL, Baracoa, Cuba, ARRUE, MRS., wife of Rafael Arrue, ATTRIDGE, ALEXANDER W., Havana, ATTRIDGE, ALEXANDER W., jr., son of the above.

ATTRIBGE, ALFXANDER W., jr., son of the above.
Bosque, Adolfo.
Beins, Miss E.
Clark, Miss A.
Cole, George W., Boston.
Fay, Miss Sadie.
Fuentes, Edward, Havena.
Garcia, J. A., of Havana, a Cuban, twenty-seven
years of age. He was educated at the Jesuits'
College at Manhattanville, and for the last
eight years had been employed as clerk in eight years had been employed as clerk in Havana in the office of Lawton & Co. This was his first visit to this country for some years, and he was accompanied by his wife, who was also a Cuban, and whom he married about five years ago. He was an active member of the Hayana Base Ball Club, and was widely known

and greatly respected in his native town. GARCIA, Mrs., wife of J. A. Garcia, a Cuban, about twenty-three years of age.

Gledhill, John, New-York.

Glashof, H., a partner of M. Welsh, in Brazil. He leaves a wife in Pennsylvania.

Gourlay, John.

Hernandez, Felipe. He was a Cuban by birth

ERNADEZ, FELIPE. He was a Cuban by birth and by profession a constructing engineer. He had charge of the estates of the Marquis de Montallo, who owns large plantations in the neighborhood of Matanzas. He was in the habit of making annual trips to the United States on business, and arrived in this city on the Niagara, July 3, accompanied by his wife, whora he married in this city about

two years ago.

Hennandez, Mus., wife of the above. She was the daughter of A. P. Martin, at No. 251 West One-hundred-and-twenty-fourth-st. Mr. Martin recently lost his oldest son, and is completely prostrated by grief of the fate of Mrs. Hernandez, who was his youngest daughter.

LITTLEFIELD, E. MARTINEZ, A. RODRIJUEZ, RAVENSBURG, J., Metida, Mexico, Richie, Walter, Newark, N. J.

St. Marker, F.
Silva, O. P., of Brazil.
TORBERT, ALFRED T. A., Milford, Delaware,
Welsh, M., age thirty-live, of Frontera, Mexico,
Welsh, Mas, wife of the above, age twenty-six, of
Philodelphia Philadelphia. Welsh, Matilda, child of the above, age seven

THE OFFICERS AND CREW. BAAR, F., seaman, age about twenty-eight, He had been quartermaster on the steamers City of New-York and City of Alexandria.

BONHOFF, HENRY, fireman. BRIGE, H., fireman. BRONK, EDWIN, first assistan

Bonhoff, Henry, fireman.

Brige, H., fireman.

Bronk, Edwin, first assistant engineer, are about thirty-five. He was formerly second assistant engineer on the same steamer, and was born at Coxsackie, N. Y., and lived at Athens, N. Y. He was unmarried.

Bronk, Henry, third assistant engineer, age about thirty-five. He lived at Athens, N. Y., and was a cousin of Edwin Bronk. This was his first trip on the City of Vera Cruz. He was unmarried.

ried.

Cassey, Dennis, messman, age about thirty-five.

He lived in this city, and is said to leave a wife.

Cassey, John, waiter.

Cornell, John, coal-passer.

CORCORAN, BARNIY, conl-pa-ser, age twenty-three unmarried. He was the sole support of his aged mother, and lived in this city.

DIAZ, JOSE, mail-agent.

DOWD, P., coal-passer.

Enpers, John, Breman.
GAYNOR, Thomas, waiter, age about twenty-eight
He lived in this city.
GEORGE, JAMES, Waiter.
GREEN, F., seaman, age about forty-three. He
lived in this city, and leaves a family.

Hived in this city, and leaves a family.

HAUTUSCH, A., fireman.

HARRIS, FRANCIS M., first mate of the ill-fated steamer, was the son of Dr. Francis L. Harris, formerly Medical Officer of the port of New-York. He was born at Quarantine, Staten Island, in 1838, and early evinced a great liking for the sea, When a mere boy he shipped on board a coasting vessel, and before he reached his majority he was mate of a schooner. In Jamaica and other West India islands he became well acquainted with many British captains and speculators, and at the outbreak of the Southern rebellion was prevailed upon by them to en-

speculators, and at the outbreak of the Southern rebellion was prevailed upon by them to engage in blockade running, for which his experience in the coasting trade had eminently fitted him. After numerous successful trips, he was captured and contined in Fort Lafayette, where he was kept until near the close of the war. He then emered the more legitimate business of commanding ocean steamers, and soon entered the service of F. Alexandre & Sons, with whom he service o He was well known throughout a large circle of friends in Jersey City, and was a favorite

with all.

with all.

HENDERSON, WILLIAM, baker.

KOHN, JOHN, fireman,

KATE, LOUIS, seaman.

LANE, Edward, second cook,

LOOMIS, F. A., steward, Had been on the Alexandres' steamers for eight or ten years. He was formerly on the City of New-York.

LYNCH, DENNIS, fifth assistant-engineer. He was an oiler formerly, and was about thirty-five years oid.

Maria, Pongio, pantryman.

ARIA, PONGIO, pantryman.

ILLER, WILLIAM, chief engineer. He had been connected with the steamer two years and had been with the line about ten years, having been chief engineer on the steamers City of Mexico and the Cuba. Was remarked as a very able man and was generally liked. "He was one of the most careful men about his duties that you could find," said Captain Deaken yesterday. He leaves a wife and child.

could find," said Captain Deaken yesterday. He leaves a wife and child.

MONKY, Gilbert, waiter, age thirty-five,
MULLER, H., carpenter, age thirty-five,
MCLLAIVEY, THOMAS, butcher and third cook, age about thirty. He was unmarried, and leaves an nged father and mother in this city. He was formerly connected with the Adantic Mail Line running from New-York to Havana.

NEL, JOHN, fireman, age thirty-four. He lived in this city at No. 400 West Twenty-fourth-st. He was unmarried.

was unmarried. Neil, William, P., third master, married, age

was ministricid.

Neil, William, P., third master, married, age forty.

Nissen, Beenard, second mate, age thirty-two. He was a native of Germany, but came to America when young. Formerly he was a quarter-master on the steamer City of New-York and City of Merida. He had been married but little over a year, and is described as fine looking.

Olsen, Thomas, waiter, age twenty-five.

O'Toolf, W. M., waiter. He isaves a wife.

Pitre, Jose, scaman, age forty-one. He formerly served on board the Cleopatra, and had been connected with the hae for ten years. He was married, and lived in this city at No. 112 Madison-st.

Renge, D. G., scaman,
Schers, John, second steward.

Selen, John, second steward.

Selen, Herrimann, scaman. He was unmarried and a native of Possen, Germany, age twentynine, He had lately been working at the Rockaway Beach Hotel.

Slavin, William, chief cook.

Smrin Geolog, deck boy.

SLAVIN, WILLIAM, chief cook. SMITH GEORGE, deck boy.

THORNTON, T., porter, VAN SICE, EDWARD, captain of the City of Vera Cruz. WHITBER, MRS. JANE, stewardess. WHITNEY, SILAS E., purser.

SAFETY OF OTHER VESSELS.

It was feared Friday that the steamship Niagara. which sailed from this port August 26, bound for Havana, had suffered the same fate as the City of Vera Crnz. She was thought to be very near the delivered, if I remember rightly, on the deck of a Il-fated steamer on Sunday, the day she went down. The Ningara was due last Monday at Havana, but no intelligence of her arrival and been received. The owners, J. E. Ward & Co., received a was among those who were lost. The wife of John | which were published in yesterday's Tribune. | dispatch vesterday from Captain Baker, stating that | Britisher by bearing the American banner proudly cassal had arrived in Hayana Thesday at midnight, and that all on board were well, It was owing to the cable being out of order that the intelligence was not received sooner. The Niagara, it is said, previously passed safely through three hurricanes, one of which was that in which the

Huron was lost about three years ago.

The steamship Houji, of the Quebec Steamship Company, is believed to have escaped the evelone in which the City of Vera Cruz went down. She left this port for San Juan, Porto Rico, in the West Indies, on August 23. If she proceeded in the same line and at the same speed, it is scalculated that she would have been about 200 miles east of St. Angustine, and about 150 miles east of the City of Vera Cruz when the latter was lost, According to the latest reports of the course of the hurricane, this would leave the Hodji in this position, outside of the track of the tornado. The Hodji is an English built ship, built of iron in Sunderland twelve years ago, and she has been employed in the coasting trade for the past six years. The ship took two-thirds of a cargo of general merchandise and one passenger, her officers and crew numbered twenty-eight. Outerbridge & Co., who are the brokers of the Hodn, entertain no fears for her safety.

YELLOW FEVER IN CUBA.

HAVANA, Sept. 1 .- The yellow fever has assumed an epidemic character in the village of San Diego del Valla, in the jurisdiction of Tagna, attacking even creoks, in the jurisdiction of Tagha, attacking even creoks, and causing the death of forty persons within a few days. A sick Soldier from Sagua, passing through the viliage imported the fever. There were twenty-right deaths from yellow fever and one death from smalpox in Havana during the week ending last Friday.

EMIGRATION TO MANITOBA. WINNIPEG, Man., Sept. 4.-Professor Shel-

don, George Cowan, Captain Wyatt and others interested in promoting emigration from the British Isles, arrived here last night.

A MISSISSIPPIAN'S FRANKNESS.

To the Editor of The Tribune Six: While travelling in New-York State recently, I met a gentleman from Mississippi and feli to conversation with him about Southern politics. He said that the South admired Hancock's course after th war, while he was military commander of the Louisiana and Texas district, and that the people of the South were unanimous in wishing that things might be as they were before the war. The negroes, he said, were largely

were before the war. The negroes, he said, were largely voting with the Democrats, it being for their interest to do so.

"How about the 'Mississippi plan 'and the alleged frauds at the polls in the South," I saked.

"In some parts of the South," he replied, "there have probably been frauds and bailot-box stuffing; but in our section we have been in the majority, and there was no need of any such thing. A Northern man with Republican principles who might remove to Mississippi would be allowed to vote without disturbance, so long as he did not try to be a leader and draw off others to Republican principles."

Woodbury, Conn., Aug. 30, 1880.

THE ROCKLAND COUNTY CONVENTION. NYACK, N. Y., Sept. 4 .- The Rockland County Convention have selected delegates to the Congressional Convention favoring the renomination of the Hon. John W. Ferdon.

Some few weeks back a worthy lady adver-Some few weeks back a worthy lady advertised for a plain cook, and several persons applied for the situation. Owing to her fastidiousness, however, none of them seemed to suit her requirements; but, at the "eleventh hour," a maiden from the Emerald Isle made application. In reply to a question whether she was able to do plain cooking, she gave au affirmative answer, adding—"The plainer the bettor for me." After being further tested in an oral manner, the good lady said: "My husband likes his meat boiled, and I like mine roasted. Now, if you had a fow! to cook, now would you do t"—"Please, ma'am," said the girl, "I wud roast it forst, an' you could ale your share; then I wud boil what you left for the masther." FROM LONDON TO PARIS.

THE TRIP VIA NEWHAVEN AND DIEPPE HOW A ROUTE MAY BE THE STORTEST IN MILES AND THE LONGEST IN TIME-THREE PRINCIPAL ROUTES COMPARED-SUGGESTIONS THAT WILL NOT BE ADOPTED -- SELFISH NESS OF FRENCH HALL-WAY DIRECTORS-HUMORS OF THE CHANNEL PASSAGE.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. DIEPPE, Aug. 17 .- "London to Paris via Newhaven, Dieppe, and Rouen. The shortest and cheapest route." So say the directors of the London, Brighton and South Coast Railway, all honorable men, and they have placarded the kingdon with this attractive advertisement, They own the line to Newhaven; I believe they also own the steamers plying between Newhaven and Dieppe. The number of passengers who have been induced by this statement to select this route must be counted by thousands. But, in fact, the Newhaven route to Paris is not the shortest, and is not the cheapest. If you take a foot rule and measure the distance on the map, it is a trifle less than the others. But the unwary traveller for whom this advertisement is meant, understands shortest to mean quickest, and it is very far from being the onickest. With one exception, it is the longest of the four routes. By way of Dover or Folkestone the trip from London to Par.s may be done in from nine to ten hours. By Newhaven and Dieppe it takes from twelve to sixteen hours. And it is no cheaper than the Southampton and Havre route. The enterprising Mr. Cook used to take his tourists by this route, being unable to arrange with the leading companies on the two main lines from London to Paris. Now the Cook parties may go by Dover. Those who travel to save money, will save a five-

dollar bill if they so by Newhaven. They would save still more by staying at home. It may be rec ommended also to those who think they can enjoy scenery out of the windows of a railway train. The Chemin de Fer de l'Onest from Dieppe or Havre via Rouen to Paris follows in part the valley of the Seine, which is pretty and sometimes picturesque. The Chemin de Fer du Nord from Calais and Bouogne to Paris traverses a less interesting landscape When so much is said, nothing more can be added in favor of the Newhaven coute except that it permits you to stop at Dieppe. If Dieppe and not Paris be your immediate object, there is no other way of getting here without making a tedious cir euit. The Brighton people are so well aware of this that the fare from London to Dieppe, comdared with the rate from London to Paris, ceases to be cheap. If you do not complete the railway ourney from Dieppe to Paris, 150 miles or so, they deduct but ten shillings from the Paris fare. Th actual cost is further increased by an unreasonable charge for luggage. The French limit of sixty-six pounds is maintained, although you pass over not an inch of French rails. No English railway ever charges you for extra weight of luggage unless the excess be very great, and even then a civil word to the station-master will usually carry you through I went down the other day into Devonshire by the Great Western Railway. We were a party of eight, mostly children and servants, who were to be absent two months, and we had something like a ton of luggage, on which we paid not a penny. For the carriage of my modest pertmanteaus from London to Dieppe, the extra charge was seven shillings, which made the whole fare thirty shillings; or three shillings less than the nominal harge from London to Paris.

When I began this letter I meant to say some thing about Dieppe, but as I have been talking about the journey from London to Paris, I will add one or two other remarks on this very dry but practical subject. There are, I suppose, no other 300 miles I have travelled so often. Many years ago I computed that I had made the journey more than a hundred times; and I have not yet quite abandoned the habit. It is one of the advantages of living in London that you can go so easily to Paris; an observation which I beg you not to repeat to any Englishman of your acquaintance. He would not think it complimentary to his own capital. The Hon. Roscoe Conkling, who accom plished the trip once only, found the travelling arrangements so imperfect that he was able to base on this single experience an argument for the superiority of America to Europe-an argument steamship somewhere between Sandy Hook and the Battery. This ship carried the British flag, but Mr. Conkling did not allow this accident to interaloft in his own right hand, and under the protecting folds of the Stars and Stripes discoursed of the deficiency of lavatories in English cars. He was not far wrong in his general conclusions, though some of his particulars might be open to correction The London and Paris service is, in fact, a very imperfect one on the best of the lines. It is extremely dear-\$15 the single fare for 283 miles-it is at least one hour longer than it need be, and the traveller is made aware at every point that his comfort is but a secondary or tertiary consideration with the autocrats of the railroad and steamboat. More than enough has been written on the terrors of the Channel passage. It is trying for women and invalids and the victims of seasickness and where it really blows a gale on the Channel, the motion is enough to try the stoutest nerves. I have known old sailors ill. The Calais-Douvres, now running between these two ports, is an attempt to mitigate the inconveniences of the old-fashioned boats, which are fast and safe, but otherwise not credit able to the flag they sail under. I can't speak of the new ship except from hearsay. She runs only in the daytime and only five days a week, but is said to be comfortable and moderately steady, though wanting in speed.

But the shortening of the whole journey is to be effected on land, not on sea, and on the French side. The long waits at Calais and Boulogne may easily be abolished, and the speed of the French trains increased. From London to Dover or Folkesstone the pace is very good. The ninety miles are lone in less than two hours. But from the arrival in Dover till the start for Calais there is an interval of three hours, of which only an hour and a half is supposed to be occupied by the sea passage. Of the rest, part goes to waste in embarking and landing luggage, and part is devoted to the profit of the restaurant at Calais; just as, later on, twenty minates more are expended for the benefit of the restaurant at Amiens. These halts may be cut down five-sixths, and since we all want to be fed, we should be fed by restaurants on wheels; or by the system in force at Dijon and elsewhere by sending in lunch at one station and clearing it away at another. Add to this some such method of transhipping luggage as is practised on the Sound steamers from Boston to New-York, and you gain altogether more than the bour above indicated. The baggage crates have come into use at Folkestone, but the French authorities at Boulogne decline to cooperate. They will not go to the slight expense of building vans or derricks, and because they will not a hundred or two hundred passengers are left waiting half an hour twice a day, while their tranks are being carried up on men's shoulders from the ship to the train, or slid down from the wharf to the deck. Add also such an increase of the railway speed from Calais to Paris as should make it equal to the speed on the English side, and the time of the whole journey would be diminished from ten hours to

decight and a half (via Dover and Calais), or from nine hours to seven and a half (via Folkestone and Boulogne).

All these suggestions are obvious ones. They must recur to every traveller. They have been made repeatedly, made in public and in private, and pressed in all ways upon the attention of the rallway managers. There is not one of them to which any objection can be taken, and there is not one of them which stands a chance of being adopted and carried promptly into effect. There are many other points of detail in which the traffic might be bettered. Those which I mention are only some of the most essential. You ask why is nothing done? There are several reasons. The first is that something has been done. The service is better than it was fourteen years ago, when I first made acquaintance with it—

better, but not much better. Incessant complaints innumerable letters to the newspapers, a slowly dawning sense of the value of time, have producel a certain impression on the managers of this traffic. Public opinion does make itself heard even to the board-room, and concessions are granted just as son as the board perceives that the public will stand the old abuse no longer. A railway board r-sembles Mr. Tennyson's conception of science. It moves, but slowly, slowly creeping on from point to point. The English have got on faster than the French. There is no conservatism. no ris inertiac in the world like that of French milway directors. The Chemin de Fer du Nord. over which passes all the English traffle, via Calas and Boulogne, is largely owned and entirely controlled by the Rothschilds. The Rothschilds are a very eminent family and in many ways estimable But they manage a railway as they negotiate a loan, with a single eye to making as much money out of it as poss ble. The public to them is simply a cov.

to be milked. A story was current some time since which illustrates well enough the Rothschild theory of railway government. When the Pullman car first made its appearance in Europe-or it may have been the Mann car-the directors of the Chemin de Fer da Nord were invited by the agents of this invention to take a trip from Paris to Calais and back. They did so, and were agreed in praising the comfort and convenience of the saloon and its belongings. The agent was ready with a proposal to run these cars on the line on the usual terms. The directors refused peremptority. He then offered to put a eer. tain number for a certain time at the disposal of the company without charge. They refused not less peremptorily.

"But why ?" queried the agent.

"Because," was the answer. " if our public eva. became aware of the possibility of such improvements they would force us to adopt them."

And to this day no Pullman or other saloon car is to be found on the regular express trains of this Roth-child railway. Pressure has been put upon the directors from the English side in this and other matters, but they are strong enough to resist pressure of this sort because they have a monopoly. All the fast traffic from England to Paris must pass over their line, and every proposal which does not tend to increase their next dividend-still more any proposal which threatens to increase expenses without mereasing profits-is scoffed at. The consideration that it would promote the convenience of the public is one to which the Rothschild railway mind s inaccessible.

On the English side there is no monopoly. Two lines compete for the travel, but they are working at present under an agreement, which, happily for the public, does not work without friction nor exclude every form of rivalry. The chairman of the Southeastern, Sir Edward Watkin, is known to believe that the public have no rights which a railway magnate is bound to respect. He once dedared publicly that his only duty was to his stockholders. Mr. Forbes, the chairman of the London, Chatham and Dover Company, said a few words at the recent stockholders' meeting, from which it may be inferred that the existing arrangement may not last forever. It will be a good day for the sublic when it comes to an end. It would be a better if means could be found to set up a third line, butthat cannot be. And I believe both Mr. Porbes and Sir Edward Watkin have tried to induce the French. men to run faster trains. In many other matters they are all at one. They perpetuate inconveniences with the same smiling indifference, and

they keep up the prices. Notwithstanding all this, a man who wants to go to Paris quickly, and avoid a five hours' Channel pa-sage, must go by one of these two lines-via Dover or via Folkestone. The other two-by Newhaven or by Southampton-are for sluggards. That by Southampton and Havre may be left out of account-it is a matter of twenty-four hours or more. The Newhaven and Diepoe route attract-by the device above mentioned and for other reasons more inscrutable-a large number of passengers. You may try it once--most things are worth doing once. Twelve and thirteen years ago I made the trip twice, spending both summers in Dieppe. I make it again because I want to spend not a summer, but a week in Dieppe. I don't see that the line is any

better or worse than it was. From the beginning you see that you are off the great routes of through express traffic. There is a clumsy leisureliness about the whole business which is amusing enough if you are not in a hurry. At this season the business done is very considerable. Victoria Starupt his argument-indeed he got round the tion, the London terminus, was crowded on Salarday morning, but the same staff was present to handle the traffic as in ordinary times. For registhere is one office, with one wicket, one clerk, and one porter to affix labels. Every piece of luggage must pass through this one man's hands. How much was left behind I can't say. It took me twenty minutes to get my own ground through this one-horse mill, and it then wanted one minute of the hour fixed for departure. The fifteen misutes we waited after that were probably devoted to other people's luggage. The train was not a long one-eight carriages, with perhaps 100 passengers. t is about fifty miles to Newhaven, and we were two hours in doing it -longer than it takes to cover he ninety miles between London and Dover. Once at Newhaven , we waited an hour and a quarter for the steamer to start. The Newhaven Hotel it owned by the railway, and it is ingeniously arranged that in order to reach the steamer you pass through the hotel, and close to a refreshment bar where you may aggravate the horrors of your coming malady by buns, sandwiches, and beer. If these don't tempt you, the door of the coffee-roon vawns to the right, and there the list of laxuries it enlarged by cold ribs of tough beef, ham, fowls, tes enlarged by cold ribs of tough beef, ham, fawis, tea and coffee—the bill of fare to which successive generations of travelling Englishmen have brought mimpaired appetites and an unquestioning conve-tion that it is the best the world affords. Nobody was in a burry; it seemed perfectly understood that all the people in a hurry had gone by other routes. The train stops at some distance from the steamer. Each trunk is carried by porters 100 or more yaris

The train stops at some distance from the steamer. Each trunk is carried by porters 100 or more varied from the van to the dock. The passengers may stretch their legs in taking the same walk. I looked at my fellow-voyagers with cariosity to see what sort of people choose to go to Paris by Newhaven. Frenchmen whom their own countrymen would call petits bourgeois, English provincials, personlily conducted tourists, and commercial travellers made up the majority. One or two families were coming to Dieppe for the summer. I ventured to ask one of the Paris party why be journeved by this line. "Because they said it was the shortest," answered he, rather sharp, also like a man vexed with himself for having been imposed upon.

The steamers are advertised as the largest and most powerful in the Channel. They are neither; but they are decent boats, not over clean, and much lacking in smartness. It becharacteristic of this route that what should be and what is in fact called first-class has a second-class air. The rail-way carriages, English and French alike, are liferior. The cabin do the steamship is not, and could not well be, worse than those of the Dover boats; but it is slovenly. A sort of lunch or dimer is laid out for those who have resisted the allutement of the Newhaven Hotel. I am not sure whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or whether the same joints were brought on board or things by going about in his shirt-sleeves. He did not refuse to bring you brandy and seltzer when you asked for it; but he took his own way of indicating his opinion that it was he who ought to be drinking it, and that these and many other social changes were nearer than most people thought, Mr. Bradlaugh perhaps excepted. In the midst of my reflections on the future thus foreshadowed by a steward without a jacket, I went to sleep. I was awoke by a voice stern enough to belong to the first Press.